



## MEMORANDUM FOR RECORD

**Brian C. Rayner**  
**Senior Air Safety Investigator**  
**Eastern Region**

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**Date:** August 29, 2022  
**Person:** Joseph E. Kashy – Pilot  
**NTSB Accident Number:** ERA21LA387 Miami, FL  
**Subject:** Robinson R44 N2123HT

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### Narrative:

Mr. Kashy was the helicopter pilot in the accident cited above. He held a private pilot certificate with a rating for rotorcraft-helicopter based on a foreign pilot certificate (Israel). Mr. Kashy was not current in the R44 helicopter prior to departing on the accident flight. He declared 220 hours of flight experience at the date of his most recent medical examination, but a review of the logbook by a Federal Aviation Administration aviation safety inspector revealed only 170 hours logged. He had logged 4 hours of flight experience in the year prior to the accident, and one hour of flight experience the 90 days prior to the accident. Mr. Kashy was not current in the R44 helicopter prior to departing on the accident flight.

*SFAR 73 2(B)2 No person may act as a pilot in command: has had at least 10 hours of dual instruction in a Robinson Helicopter, 5 of which would have to be in the R44 and received an endorsement from a Robinson flight instructor that the individual has been given the training required by this paragraph and is proficient to act as pilot in command of an R44. Annual requirement until he reaches 200 hours in helicopter, 50 of which in R44.*

Mr. Kashy said that he was told by a flight instructor that once he had accrued 5 hours of flight experience he could act as pilot in command of the R44 helicopter. He had no understanding of the requirements of the SFAR, and he did not have a single endorsement in his logbook that would have allowed him to exercise the privileges of Pilot-in Command of either an R22 or R44 model Robinson helicopter.

Mr. Kashy was reminded of what he wrote in his written statement and said that he didn't remember anything in addition to what he had written. He had no recollection of his front seat passenger removing his seatbelts or headset, he only remembered what he was told after the accident.

Mr. Kashy was asked specifically if his left hand was guarding the collective, or if he was perhaps using his left hand to shut off radios or some other tasks, and he said he couldn't remember where his left hand was placed when the helicopter started to rotate around the mast.

Mr. Kashy was asked if his watch or clothing could have interfered with the collective control, and he said no.

When asked about the performance and handling of the helicopter, Mr. Kashy said, "Everything went well. Just like the many other times that I've flown it."